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HONGKONG, MONDAY, JULY 29th, 1901

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8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.
SUNDAYS
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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Special Attention paid to the Comfort of
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Cuisine excellent; under Experienced Man-
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The building stands on an eminence, giving a
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which there is a regular ferry service to Hong-
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The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietors.
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Cuisine Excellent. Prompt Attendance.
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Oak and Fir and generally from
Fastened, Copper Sheathed, can be seen on
application at Kowloon Naval Yard.
Apply by Letter
COMMANDER.
Hongkong, 24th July, 1901.

MANILA.

[FROM A SPECIAL CORRESPONDENT.]

THE PHILIPPINE CIVIL SERVICE.

Manila, 22nd July.

Work is so well advanced toward the establishment of a civil service system for the Philippines as to make possible at this time a forecast of what that system will be when the new government shall get into full operation. The framework devised represents the sum of experience elsewhere, modified by local conditions or adapted to them. There was nothing to undo in the beginning. No civil service existed, and rules had to provide for a government wholly new. They seem certainly to have been logically framed, for the merit plan on which they are based is so comprehensive, that it will include nearly every civil position in the islands. A person entering the service in low grade may learn the branch of his choice as he would a business, his advancement depending on the diligence and ability shown in the discharge of his duties. One of the Commissioners visited India and China, to study the colonial and customs services respectively in those countries. Another is an expert in the United States system. The third, about to retire from the Board, is the ablest lawyer in the Philippines, and is Chief Justice of the Supreme Court. They do not profess that it is yet a perfect scheme, but they stand by it as the best they could devise, and they are willing to be judged by its operation.

Out of several thousand applicants examined, about 900 have succeeded in getting their names on the eligible list. Admission to that list is conditioned on an average marking of 70 per cent. on the subjects of examination. When the service shall be fully organized it will employ in round numbers 5,000 persons. All of the offices of the central government except the highest, all the provincial offices except those of Governor and Attorney and all the municipal offices which are not elective will be filled by civil service regulation, applied in one form or another. Education and character will be the tests, and natives will be encouraged as far as possible to equip themselves for public service. To this end it is not unlikely that when the higher public schools shall be organized, provision will be made, through elective studies or otherwise, for training in lines adapted to practical use in the civil service of the islands. Native aptitude for penmanship, for book-keeping, for drawing and for other work requiring deft fingers can be helped in the schools, so that graduates who may have elected a course preparatory for public service, will find positions ready for them at the start, with chances of advancement according to the way they acquire themselves.

AMERICANS AND NATIVES.

It is assumed by the Commission that Americans will not in large numbers seek positions which natives may be qualified to occupy. Just now many Americans wish to remain in the island, but the great majority of them are looking for something beyond clerical places in the civil service. Volunteers who think they see business chances ahead, but who have not the money to take advantage of them, are seeking positions in the civil service to help them through. They will leave the service as soon as they think they need it no longer. Others are going into it simply because they cannot now think of anything better. The average American who can fill creditably a position here could do as well at home. Living as Americans wish to live is quite as costly as in the United States. It is particularly expensive in Manila. The natural longing for home which men feel after the novelty of tropical life has worn off, will complete the stay here of this official class in the not distant future. Those who remain, attached to the service, will be tempted by more money than they could make at home, or by some special consideration.

Natives will thus in time almost inevitably fill nearly all of the places for which they may be qualified. The chief places will have enough honour or salary attached to them to make them perhaps desirable to Americans.

Positions requiring professional, technical or scientific skill will doubtless for a long time have American incumbents. At present there are places for stenographers and typewriters, interpreters and translators, customs inspectors and accountants, but even in such places, pay quite as good if not better can be earned in the United States by persons competent in their various lines. England has had much such experience in India as does the United States here in respect to the civil service. The policy there which encourages native employment has worked so well and has been sustained by so many good reasons that its adoption here, so far as circumstances will permit, follows almost as a matter of course. Examinations to be held in the United States under the Civil Service Commission, for positions in the islands, will not include any for junior grades, but will include only for senior grades, but will not pay Americans to come out to fill them, and doubtless gradually they will become even more restricted as native proficiency develops.

Americans will probably continue to fill for a long time positions which may be reached under the law by promotion. The Insular Treasurer, Insular Auditor, Insular Collector of Customs, Insular Collector of Internal Revenue, Insular Director of Posts, Chief of the Bureau of Forestry, Chief of the Bureau of Mines, Superintendent of Public Instruction, and the Members of the Civil Service Board will be Americans for an indefinite period, except that one Member of the Civil Service Board, out of three members is likely to be a Filipino. The law provides, however, that after 18 months from the time that the Board shall certify that it has a sufficient list of eligibles to supply vacancies, any of these offices may be filled by promotion and without examination from a class to be composed of the first, second and third assistants in the respective departments. As any American may become President, so any Filipino may become a big chief, but for practical purposes, so far

as natives now above ground need concern themselves, one chance is about as long as the other. It may eventually happen that natives will become competent to fill some or all of these positions, but that prospect should bother no one at present.

METHOD OF PROMOTION.

The basic principle of the service is that of promotion through several grades. Persons once in the service are in the way of improving their condition through efficiency and good conduct. The entrance examination is the only one that will usually be required, the original certificate of eligibility being considered proof of fitness in the first instance, and the recommendation of superiors or the records made in advanced places answering for later purposes. This rule does not bar the Board from ordering examinations for promotion whenever it may see fit.

H.E. TAO MU ON THE MISSIONARY QUESTION.

The Shanghai Sin Wen Pao has published a letter addressed by H.E. Tao Mu, Viceroy of the Kwang provinces, to the Rev. Mr. Richard. We are indebted to the Movement of the following translation of the substance of the letter:

Although I have long heard of you and read the books you have translated, I have not yet had the good fortune to meet you. Your compassion towards my country is well known. You have come from afar desiring to help her in three things, virtue, power and knowledge, and in this your success has been even greater than that of Matteo Ricci and others. You formerly worked in Shanghai and Shantung, but lately you came to Shanghai to translate books for dissemination throughout the twenty-one provinces, and hundreds of books have thus been translated. In this desire to help my country you are not alone, for all the missionaries from Europe and America love their neighbours as themselves and have come to China with no desire for gain, but purely for benevolent motives. I have received your gift of the first volume of *Universal History* (translated by Mr. J. L. Reynolds, B.D.) and have read it with great profit and look forward to the day when the succeeding volumes dealing with modern history shall be completed. One of the prime needs of China to-day is a vast extension of translation-bureaus. Peace has been made, and schools are about to flourish, and hence more books will be needed. Many are translating Japanese books, but these cannot be as good as the Western books. The Viceroy of Wu Chang and Nanjing sympathize with this view, and hence their subscriptions in aid of your Society. Although we are now in deep waters trying to pay our indemnities, yet this work of translation is too important to be deferred. I have the opinion Chinese scholars have devoted too much time to the study of antiquity to the neglect of modern times. Antiquity should be reserved for leisure, after our scholars have thoroughly studied the needs and knowledge of to-day. Translation of works on government is the most pressing at the present time. This will our scholars learn the excellences of Western nations, and the Government may carry out reforms based on those models. Again, we require works on arts and manufactures. All our schools cannot have foreign masters and all our students cannot study Western languages. Hence the necessity of their obtaining translations to open the doors of Western knowledge. Works on Government are for the use of the people. Hitherto our scholars have contented themselves with empty declamation without true knowledge.

The most important matter relating to international intercourse is the propagation of religion. The Christian religion first appeared in China when the Nestorians came from the West in the Tang dynasty. We hear little or nothing of hatred towards the religion until the propagation of religion was made an article of treaty. But since then matters have greatly altered for the worse, until the culmination of hatred was seen in Boxerism and all its horrible fruits.

The Chinese in olden times never had any hatred of other religions. Thus Buddhism has been in China for two thousand years. Only the Confucianist scholars oppose it, but the people are always at peace with the priests, and everywhere they burn incense. Your honorable religion is very sincere in its desire that men should be good. The cause of difference between the people and the foreign religion is not due to the doctrine of those religions. There is another cause which you, sir, ought to examine. At first the propagation of religion and its acceptance by the people was entirely a matter of private preference. But after Tao Kuang's time missionary work was extended to the interior and the matter was embodied in Treaties. Trouble between China and the West was altogether on account of commerce, and had nothing to do with religion. Yet, seeing that the wide preaching of the foreign religion was due by the military force which compelled us to agree to the Treaties, the people not unreasonably became suspicious that force was to be used to compel them to enter the foreign religion. This is one cause of the animosity against the churches.

The customs of the Christian religion in itself are strict and reverent. But I have heard that a preacher is ranked according to the number of his converts; if many, he is regarded as having merited it, if few, it is his fault. There is room for abuse here. If the diligence or laxness of the missionary is gauged by the number of his converts, then he will not take time to distinguish good from bad, and will admit anyone, however bad, for the sake of swelling the number of converts he can report. Hence arises lawlessness at the instigation of these wicked men in the church. Here then is an abuse provocative of trouble with outsiders. Yet at first missionaries interfered only with cases affecting the church, but soon they got to interfere with all sorts of matters whether they really concerned the church or not. The missionaries have come from far distant countries and cannot be expected to have a deep knowledge of Chinese affairs. Hence they must depend on the one-side evidence of their own converts in disputes with Chinese officials and they, owing to fear of foreigners, frequently decide unjustly and the people's side is wronged. Now the really honest citizens who suffer injustice are usually silent, but there are plenty of ruffians who are ready to make this a pretext for rioting the churches. The missionaries think that the exaction of heavy indemnity will act as a warning in future. But the indemnity is paid by the officials and the people, not by these ruffians, and the people and officials had no concern with them. Hence the heavy fine does not stop the desired deterrent effect. But instead, the innocent country who suffer nurse their wrath against the foreign religions.

The foregoing are four of the reasons of hatred. As to the first, the inclusion in treaty wrong by force, that cannot now be helped,

and so we may let it pass. But the other three reasons appear to me to be true, and must be reckoned with in future also.

The missionaries have probably heard that Chinese punishments are very severe, and so are unwilling to allow their converts to be liable to these punishments. But these severe punishments are only applied in the case of murders, robbers, and highwaymen who refuse to confess. But in ordinary cases these are not applied. Not even of robbery or murder against persons are exceedingly rare. You, sir, in your long experience in the interior, have probably not heard of a single case of torture in ordinary law-suits. Chinese penalties are heavier than foreign, and cannot without cause be applied to the converts. Hence it is evident that missionaries' interference in law-suits is not due to their fear of converts suffering torture. Some years ago there was indeed official hatred of converts. But now all know that your honorable religion ought to be respected and converts must not be treated unjustly. Hence they rely on influence and are without fear, knowing that no one will venture to offend them. The official's chief anxiety is to have no trouble in his jurisdiction between the people and the church, and it matters little to him whether injustice is done anyone as long as he can show a clean sheet. He cares little if his people are at the expense of the church.

The foreign Consuls are constantly asking how it is that the missionaries are so unanimous in their fear that officials treat converts unjustly. This language is exaggerated. There are of course all sorts of people in the earth, good as well as bad. Can it be different in establishing a religion? Good doctrine can always cause men to repent and return to the paths of virtue. Hence religion is a matter of public interest, and there should be no distinction on account of it. If a man believes any religion will love him if he does not, I will love him all the same, for they are all the children of High Heaven. It is a pity he does not believe my religion and so learn to good. But I must not hate him on that account or use force to cause him to believe as I do. This would indeed be contrary to the wish of God, and the teaching of the missionary regarding love to men.

Now the Christian religion is widely propagated without distinction of kingdom or race. But there is a breach between the converts and the non-converts. It would be more in accordance with justice if there were no difference between them. Everything is advanced more easily if time is taken, whereas too great haste would defeat the end in view. Haste produces obstructions. All missionaries should reflect on this principle, and see that not force, but natural growth is best.

The recent troubles are now nearing an end and you, sir, should be invited to go to Peking to assist in the reconstruction. In my opinion your honorable religion stands shoulder to shoulder with the religions of Confucius and Mencius in enlightening the people and bringing happiness to the 400 millions of China. May your desire to see universal peace be speedily gratified! My opinions I now humbly submit to your judgment.

TSINGTAO AS A SUMMER RESORT.

A "disinterested correspondent" wrote to the N. Y. Daily News on the 18th inst. — Tsingtao as a summer resort has not been advertised to a degree commensurate with its fitness, geographical and climatic. This reluctance to advertise must be due to Tonic modesty, for there is certainly no point on the China coast so beautifully located and so naturally endowed as a refuge from the discomforts of midsummer as this port. With the open sea on the south-east, the straits and Cape Evelyn opposite the Bund to the south, and the great Kiaschau Bay with its expanse of four hundred square miles stretching away to the west and north, Tsingtao has sea-breezes from all sides except the north-east, where tower the rugged peaks of the sacred mountain Leo Shan, whose sacred slopes mount up to an altitude of three thousand feet. The sea breeze from the west blows steadily and fresh, and so naturally endowed as a refuge from the discomforts of midsummer as this port. 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NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

W. M. DANBY, M. Inst. C.E.
TO
6, ICE HOUSE ROAD.
Hongkong, 29th July, 1901. [1898]

TO LET FURNISHED
For 2 or 3 months from 1st August.
27, BELLIOS TERRACE, Top Terrace, fine view of Harbour, back entrance from Conduit Road.
Apply to—
J. J. BRYAN,
Sanitary Board Office.
Hongkong, 29th July, 1901. [1896]

TO LET
TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, No. 72.
APPLY ON THE PREMISES.
Hongkong, 29th July, 1901. [1897]

FURNISHED ROOM TO LET, Privately, with or without Board, in a pretty house in Kowloon.
Reply—
M. N.,
Care of Daily Press Office.
Hongkong, 29th July, 1901. [1898]



WANTED.

AN EXPERIENCED MAN as SUPERINTENDENT of the ARMY SERVICE CORPS BAKERY. Must have a knowledge of Accounts and general Clerical duties.
Further particulars can be obtained on application to Major E. T. BOTTASAW, A.S.C., Head-Quarter Office, Fletcher Street, between the hours of 10 and 1 P.M.
Hongkong, 29th July, 1901. [1899]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FRASER LODGE, Zetland Street, on THURSDAY, the 1st August, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 29th July, 1901. [1900]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW
THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the above port TO-DAY, the 29th inst., at 2 P.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 29th July, 1901. [1901]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI
THE Company's Steamship

"LAISANG."
Captain Geo. Payne, will be despatched as above TO-MORROW, the 30th inst., at DAY-LIGHT.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th July, 1901. [1892]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW
THE Company's Steamship

"HALLOONG."
Captain Bathurst, will be despatched for the above port TO-MORROW, the 30th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 29th July, 1901. [1902]

FOR NAGASAKI AND VLADIVOSTOCK

THE Steamship

"DAFNE."
Captain Nissen, will be despatched for the above port TO-MORROW, the 30th inst., at 3 P.M.
This Steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 27th July, 1901. [1893]

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Hongkong, 27th July, 1901.

NEW ADVERTISEMENTS

THEATRE ROYAL,
CITY HALL,
GRAND OPENING NIGHT.
TO-MORROW NIGHT.

AUSTRALIAN VAUDEVILLE AND SPECIALTY COMPANY.

PROGRAMME

PART I.
Overture—Intermezzo—Salome—Orchestra.
On this End—Mr. W. H. HOBLEY.
Mr. SAM ROWLEY.
Interlocutor—Mr. W. A. DAVIS.
Opening Chorus—Bells of New York.
By the Company.
Ballad—Mr. W. F. CULLEN.
"Soldiers in the Park."
Série Comique—Miss ANNIE MOORE.
"Doreen."
Ballad—Miss BEATRICE WARDE.
"All Cools Look Alike."
End Song—Mr. SAM ROWLEY.
"Mashing the Band."
Série Comique—Miss PRISCILLA VERNE.
"Funiculi."
Operatic—Miss JESSIE FORDE.
"Ever and Ever."
Waltz Song—Miss RUBY MOORE.
"My Anna Lisa."
End Song—Mr. W. H. HOBLEY.
"One at a Time."
Série Comique—Miss VIRGIE ROSSER.
"Richmond Gums."
Specialty—SISTERS LINWOOD.

PART II.
Entr'acte—March "A Francesca" Orchestra.
The Popular Conjuror and Ventriquist, Prof. W. A. DAVIS in his Original Ventriquist Entertainment, "Funny Folks."
The Dainty Young Serio and Dancer, Miss VIRGIE ROSSER, in her latest success.
The Eminent Baritone, Mr. W. F. CULLEN—
"Lads in Navy Blue."
Now comes Miss PRISCILLA VERNE—Sally's Wedding Day—
"Keep a Man at Home."
"You know the Girl I Mean."
The Little Man with a Big Voice, Mr. SAM ROWLEY—"Parodies and Squibs," Barbershop Juggling.
Operatic Sketch by Annie Moore and Jessie Forde—"Bocaccio."
The South African Leaper and Tumbler, Mr. W. H. HOBLEY—"Exhibition of Leaping and Tumbling."
The Charming Duo, SISTERS LINWOOD—"Love's Lane."
Our Popular Soprano, Miss BEATRICE WARDE—"Because."

Concluding with the Sparkling Farce Comedy "THE RIVAL LOVERS"
CAST:
Mrs. WILD—Miss P. VERNE
Mrs. O'SHANAGAN—Miss ANNIE MOORE
Mrs. LOWDERWASSER—Miss VIRGIE ROSSER
Mr. W. H. HOBLEY
Mr. W. F. CULLEN
THE O'SHANAGAN—Mr. SAM ROWLEY
FRIZZ LOWDERWASSER—Mr. SAM ROWLEY

NOTE.—A Special Train will leave every night ten minutes after fall of curtain.
BOX PLAN AT ROBINSON PIANO CO.
Doors Open 8 P.M. Overture 9 P.M.
PRICES—
Soldiers and Sailors in Uniform Half-Price to \$2 and \$1 Seats.
Mr. J. FRANK FINLAY—Business Manager.
Mr. W. H. BROWN—Representative.
Hongkong, 29th July, 1901. [1905]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions from the Vendor to Sell by Public Auction in SIX LOTS.
SITUATE at Yau Ma Tei, in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 230, 231, 232, 233, 234 and 235.
on MONDAY, the 12th day of August, 1901, at 3 P.M., on the Premises.
The following is a description of the Property—
Lot 1. All that Piece or Parcel of Ground situate lying and being at Yau Ma Tei aforesaid registered in the Land Office as Kowloon Inland Lot No. 230 together with the Messuage or Tenement thereon known as No. 11, Reclamation Street, Yau Ma Tei. Area 750 square feet. Annual Crown Rent \$10.
Lot 2. All that Piece or Parcel of Ground situate lying and being at Yau Ma Tei aforesaid registered in the Land Office as Kowloon Inland Lot No. 231 together with the Messuage or Tenement thereon known as No. 13, Reclamation Street, Yau Ma Tei. Area 750 square feet. Annual Crown Rent \$10.
Lot 3. All that Piece or Parcel of Ground situate lying and being at Yau Ma Tei aforesaid registered in the Land Office as Kowloon Inland Lot No. 232 together with the Messuage or Tenement thereon known as No. 15, Reclamation Street, Yau Ma Tei. Area 750 square feet. Annual Crown Rent \$10.
Lot 4. All that Piece or Parcel of Ground situate lying and being at Yau Ma Tei aforesaid registered in the Land Office as Kowloon Inland Lot No. 233 together with the Messuage or Tenement thereon known as No. 17, Reclamation Street, Yau Ma Tei. Area 750 square feet. Annual Crown Rent \$10.
Lot 5. All that Piece or Parcel of Ground situate lying and being at Yau Ma Tei aforesaid registered in the Land Office as Kowloon Inland Lot No. 234 together with the Messuage or Tenement thereon known as No. 19, Reclamation Street, Yau Ma Tei. Area 750 square feet. Annual Crown Rent \$10.
Lot 6. All that Piece or Parcel of Ground situate lying and being at Yau Ma Tei aforesaid registered in the Land Office as Kowloon Inland Lot No. 235 together with the Messuage or Tenement thereon known as No. 21, Reclamation Street, Yau Ma Tei. Area 750 square feet. Annual Crown Rent \$10.
All the above 6 Lots are held from the Crown for the term of 75 years.
For further Particulars and Conditions of Sale, apply to
JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th July, 1901.

CONTRACT FOR COALING LABOUR AND JUNKS.

TENDERS are invited for the SUPPLY of COALING LABOUR and JUNKS to the Naval Yard for the Twelve Months ending 31st July, 1902, and will be received by the Commodore-in-Chief up to Noon, on TUESDAY, 30th instant.
Forms of Tender and all particulars can be obtained on application to the NAVAL STORES OFFICE, Naval Yard.
The Firm whose Tender is accepted will be required to give satisfactory security in the sum of ten thousand dollars.
A deposit of one hundred dollars will be required with each Tender, to be returned if the Tender is declined.
Hongkong, 27th July, 1901. [1887]

AN ACKNOWLEDGMENT.

WE, the undersigned Chinese passengers, of the A.L. steamer *Meliponensis* desire to express our deep gratitude for the kind treatment we received from Captain Constantino Matevovich and his Chief Officer, Tizio Martini, and also for the consideration shown in not burying at sea a Chinese passenger named Ho Sau Cheung, who died during the voyage. The action was greatly appreciated by the Chinese, who hold their dead in very high estimation.
We beg to publish these few lines as an acknowledgment of our heartfelt gratitude.
TING SAN SANG,
&c., &c., &c.
Hongkong, 24th July, 1901. [1899]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

HIGH ISLAND BARRIER, BLENHEIM PASSAGE.

NOTICE IS HEREBY GIVEN that owing to the South Gate at the High Island Barrier, having been carried away Light was exhibited, having been carried away in now shown from the mast-head of a small junk, moored as near as possible in the same position as the former Light.
Approved,
F. A. MORGAN,
Commissioner of Customs.
Custom House,
Canton, 22nd July, 1901. [1896]

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE Also FOOCHOW LACQUERED WARE FURNITURE on HIRE.

68, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1901. [1145]

C. E. WARREN, BUILDING CONTRACTOR.

NO. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MORRIS TILES. Prices on Application. [1903]

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Hongkong, 27th July, 1901.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. POWELL to sell by Public Auction, on SATURDAY, the 3rd August 1901, at 2.30 P.M., within her Residence, No. 7, CAUSEWAY, a SUNDRY VALUABLE HOUSEHOLD FURNITURE.

TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD, Double and Single IRON BEDS, BEDS, OVERMANTLES, TEAKWOOD WARDROBE with GLASS, BLACKWOOD CABINETS, TEAKWOOD EXTENSION DINING TABLE, BOOK CASES, PICTURES, VASES, &c., &c.
Also
One COTTAGE PIANO, 1 BICYCLE and 1 TRICYCLE.
Terms—As usual.
On View from 1st August.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th July, 1901. [1904]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a daily qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th July, 1901. [1894]

PEAK CLUB.

THE ANNUAL GENERAL MEETING

will be held at the CLUB PREMISES, TO-DAY (MONDAY), the 29th JULY, 1901, at 6 P.M.
OSWALD D. THOMSON,
Hon. Secretary.
Hongkong, 22nd July, 1901. [1843]

JUST RECEIVED.

ANOTHER Consignment of CIGARS

(LONDON, HIGH LIFE, R. VICTORIA N.P.W., PANAMA, &c.) from the celebrated "German" Factory, for which we are Sole Agents in Hongkong.
Attention of Shippers, Captains, Parsons, &c., is respectfully called to Price and Quality.
T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, 23rd July, 1901. [1851]

CONTRACT FOR COALING LABOUR AND JUNKS.

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Custom House,
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THE HONGKONG WEEKLY PRESS is now ready to contain—

Leading Articles—
China's Foreign Trade in 1900.
The Court and Peking.
Canton in 1900.
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Prince Chun's Visit to Hongkong.
The Shanghai Garrison.
The Crisis: Telegrams.
Prince Chun in Hongkong.
Hongkong Sanitary Board.
The Chinese.
The Canton River Raised.
The Salaries of Subordinate Government Officials.
Discontent in the Police Force.
Disastrous Fire in Queen Victoria Street.
Sea Power in the Far East.
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Great Eastern and Caledonian Gold Mining Company, Limited.
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Hongkong, 27th July, 1901.

AUCTIONS

PUBLIC AUCTION.

M. GEO. P. LAMBERT will Sell by Public Auction, TO-DAY (MONDAY), the 29th day of JULY, 1901, at 3 O'CLOCK P.M., at his Sales Room, Duddell Street (By Order of the Mortgagee), the following VALUABLE LEASEHOLD PROPERTY Situate at Victoria, Hongkong, now registered in the Land Office as the Remaining Portion of Section C of Island Lot No. 90, together with all the Messuages, Erections and Buildings thereon known as No. 73, Hollywood Road.

For Particulars, apply to
S. W. TSO,
Vendor's Solicitor,
39, Queen's Road Central, Hongkong; or
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 29th July, 1901. [1826]

GOVERNMENT NOTIFICATION.

No. 386.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 29th day of JULY, 1901, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars and Conditions of the Lotting by Public Auction Sale, to be held THIS DAY (MONDAY), the 29th day of JULY, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Queen's Road East, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Inland Lot No. 1,640	40' 50' 15' 12'	750	10 750

PUBLIC AUCTION.

THE Undersigned has received instructions from FONG WA CHUEN, Esq., to Sell by Public Auction, TO-DAY (MONDAY), the 29th day of JULY, 1901, at 3 O'CLOCK P.M., "THE CASTLE," Castle Road, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, and A COLLECTION OF FINE CHINESE PORCELAIN AND BRONZES FROM MING TO THE LATER DYNASTIES.

BLUE and WHITE HAWTHORN

THE AMERICAN TOBACCO CO.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and the vessels berthed at the Kowloon Wharf, 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	3 m.	A. L. Valentini	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th August.
LONDON	PALEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th August.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATRICIUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th August.
BREMEN, VIA PORTS OF CALL	STUTTGART	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 8th August, at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	ANNAM	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 1 p.m.
MARSEILLES, &c. VIA PORTS OF CALL	SADO MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 9th August, at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	MALACCA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd August, at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 27th August.
MARSEILLES, &c. VIA PORTS OF CALL	ACILIA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 27th August.
HAVRE & HAMBURG	ALEXANDRIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th September.
HAVRE & HAMBURG	SIBIRIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st September.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th October.
HAVRE & HAMBURG	ARABIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th October.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 5th August.
NEW YORK VIA SUEZ CANAL	ARABIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK	L. SCHREIBER	Amr. ship.	—		BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK	L. F. CHAPMAN	Amr. ship.	—		BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK	ARAGONIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 25th Oct.
NEW YORK	MANUEL LAGUNA	Amr. ship.	1 m.		BUTTERFIELD & SWIRE	On 7th August.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th August, at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TABTAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	GLENOLIE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th August, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 19th August, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	Quick despatch.
PORTLAND (OR.)	LANGSTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 10th August.
SAN FRANCISCO VIA SHANGHAI, &c.	SINGAPORE COMPANION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 4th August.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 8th August, at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 15th Sept.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th August, at Noon.
YOKOHAMA, KOBE & MOJI	LAISANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YOKOHAMA VIA SHANGHAI, N'AKI & KOBE	BOMBAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 30th inst.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd August, at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 16th August, at Daylight.
NAGASAKI & YOKOHAMA	DAPHNE	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 13th August, at Noon.
SHANGHAI	LYEEMOON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OCEANIAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	About 30th inst., at 4 p.m.
SHANGHAI	ELITA NOSSACK	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst.
SHANGHAI	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 2nd August.
SHANGHAI	MASSILIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th August.
SHANGHAI	MAIDZUO MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst., at Daylight.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 2 p.m.
POOCHOW VIA SWATOW & AMOY	THALES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at Noon.
SWATOW	HALOON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst., at 5 p.m.
MANILA	DIAMANTE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd August.
MANILA	STEVENS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 8th August, at Noon.
MANILA & TRIESTE, &c. VIA PORTS OF CALL	MALPOMENE	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CHOLYDA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	

SHIPPING.

ARRIVALS.
July 26, SULLBERG, German str., 782, J. Jensen, Chief, 2nd July, General.—SINGAPORE & Co.
July 26, TBTM, Norwegian str., 710, H. Dahl, Haiphong 22nd July and Hoihow 25th, General.—A. R. MARTY.
July 27, CLAM, British str., 2,310, J. Evans, Bulk-Papua 19th July, Bulk Oil.—ARNOLD, KAMBERG & Co.
July 27, ANPING MARU, Japanese str., 1,058, Atsami, Tamsui, Amoy and Swatow 25th July, General.—MITSUBI BUREAU KAISHA.
July 27, DAYBARK, American str., 700, Besi, Canton 25th July, General.—CHINESE.
July 27, THALES, British str., 883, A. J. Robinson, Swatow 26th July, General.—DOUGLAS LAFRAIK & Co.
July 27, LYEEMOON, German str., 1,238, Lehmann, Canton 27th July, General.—SINGAPORE & Co.
July 28, DON JUAN DE AUSTRIA, American str., 1,200, Bowman, Manila 25th July.
July 28, TOLA, British transport, 3,362, J. W. Livingston, Calcutta 15th July.
July 28, ANNA, French str., 2,558, Seller, Shanghai 26th July, Mails and General.—MESSAGERIES MARITIMES.
July 28, ORINA, American str., 3,187, W. B. Seabury, San Francisco 28th June and Shanghai 26th July, Mails and General.—P. M. S. Co.
July 28, HONGKONG, French str., 862, Pannier, Haiphong 25th July and Hoihow 27th, General.—A. R. MARTY.
July 29, KNIGHT, Canadian str., British str., 411, Froggett, Portland (Or.) 28th June, General.—SHEWAN, TOMES & Co.
July 29, KWANGLOO, British str., 1,467, R. Lincoln, Shanghai 24th July, General.—CHINESE.
July 29, NISS, British str., 1,831, W. Peart, Moji 18th July, Coal.—M. B. KAISHA.
July 29, SULTAN VAN LANGKAT, Dutch str., 1,510, P. Zwart, Langkat and Singapore 21st July, Oil.—MEYER & Co.
July 29, TACOMA, British str., 977, Baker, Shanghai 19th July and Kolschong 22nd, General.—JARDINE, MATHESON & Co.
July 28, TEBUHIKO MARU, Jap. str., 1,242, Ikegami, from Kobe, Matsue—CHINESE.
July 28, FRANCOIS COPPEL, French barque, 1,726, Dunet, Cardiff 8th March, Coals.—E. A. TRADING CO., LTD.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
27th July.
Daigi Maru, Japanese str., for Swatow.
Sullberg, German str., for Canton.
Shantung, German str., for Swatow.
Michael Jensen, German str., for Haiphong.
Shirley, British str., for Moji.
Beang, British str., for Swatow.
Haitan, British str., for Amoy.
Fukien, British str., for Swatow.
Haitan, French str., for Hoihow.
Anna, Austrian str., for Kobe.
DEPARTURES.
27th July.
GLENOLIE, British transport, for Calcutta.
NEVADA, British transport, for Calcutta.
HAILAN, French str., for Hoihow.
DEUTEROS, German str., for Saigon.
ANNA, Austrian str., for Kobe.
EBAHO, British str., for Shanghai.
HAIKUN, British str., for Amoy.
PAMSHAN, British str., for Swatow.
28th July.
DAIGI MARU, Japanese str., for Swatow.
SHIRLEY, British str., for Moji.
MICHAEL JENSEN, German str., for Haiphong.
SHANTUNG, German str., for Swatow.
SULLBERG, German str., for Canton.
HAIKUN, British str., for Coast Ports.
SHANGHAI, British str., for London.

VESSELS IN DOCK.

27th July.
ABERDEEN DOCK.—Sungking, Y. Sontau, Saitan, Hoihow, Clara, Hongkong Maru, Likin, Zaire, Canton River.
COSMOPOLITAN DOCK.—Colonies, Typhoon.
SHIPPING REPORTS.
The British transport, Tola, from Calcutta 15th July, had moderate monsoon weather.
The British steamer Kwanglo, from Shanghai 24th July, had gentle S.W. breeze and fine weather to Breaker Point; thence to port slow and smooth sea throughout.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PORT-ET-CHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, ALGER.
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 29th July, 1901, at 1 p.m., the Company's Steamship "ANNAM," Captain Seller, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSITIMENTS. Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 28th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply to the Company's Office.

P. DE CHAMPFLOIR, Acting Agent.
Hongkong, 17th July, 1901. [2]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
THE Steamship
"LYEEMOON,"
Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 29th instant, at 5 p.m.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 26th July, 1901. [1870]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"OCEANIAN,"
Captain Schmits, will be despatched for the above ports on or about MONDAY, the 29th instant.
For Freight or Passage, apply to
P. DE CHAMPFLOIR, Acting Agent.
Hongkong, 23rd July, 1901. [2]

FOR SHANGHAI.

THE Steamship
"ELITA NOSSACK,"
Captain Bruhn, will be despatched for the above port on or about TUESDAY, the 30th instant, at 4 p.m.
For Freight, apply to
EAST ASIATIC TRADING CO., LTD., Agents.
Hongkong, 26th July, 1901. [1873]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"DIAMANTE,"
Captain J. Rattenbury, will be despatched for the above port on WEDNESDAY, the 31st inst., at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 26th July, 1901. [1882]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. Freight.
ALEXANDRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 27th Aug. Freight.
SIBIRIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage.
ANDALUSIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 21st Sept. Freight.
ARABIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 5th Oct. Freight.
ARAGONIA	NEW YORK VIA SUEZ CANAL (end of August or beginning September)	Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 27th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th Aug., 1901.
"TABTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 14th Aug., 1901.
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th Aug., 1901.
"ATHENIAN," 3,582 Tons, Comdr. H. Horst, WEDNESDAY, 4th Sept., 1901.
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th Sept., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Pacific passes. THE DINING-CAR and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TABTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Stevedores. The "TABTAR" takes First Class and Stevedores Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street. [10]

Hongkong, 25th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS.	THURSDAY	8th August
STUTTGART	THURSDAY	22nd August
KONIG ALBERT	THURSDAY	29th August
PRINZESS IRENE	THURSDAY	5th September
PRINZ HEINRICH	THURSDAY	12th September
PREUSSEN	WEDNESDAY	19th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	26th September
SACHSEN	WEDNESDAY	3rd October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	10th October
BAYERN	WEDNESDAY	17th October
STUTTGART	WEDNESDAY	24th October
KONIG ALBERT	WEDNESDAY	31st October
PRINZESS IRENE	WEDNESDAY	7th November
PRINZ HEINRICH	WEDNESDAY	14th November
PREUSSEN	WEDNESDAY	21st November
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	28th November
SACHSEN	WEDNESDAY	5th December
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	12th December
BAYERN	WEDNESDAY	19th December
STUTTGART	WEDNESDAY	26th December
KONIG ALBERT	WEDNESDAY	2nd January, 1902
PRINZESS IRENE	WEDNESDAY	9th January, 1902
PRINZ HEINRICH	WEDNESDAY	16th January, 1902
PREUSSEN	WEDNESDAY	23rd January, 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th January, 1902

ON THURSDAY, the 8th day of August, 1901, at NOON, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 6th August, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 7th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 7th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 27th July, 1901. [9]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, NAGASAKI AND KOBE	BOMBAY	About 30th July	Freight or Passage.
SHANGHAI	MASSILIA	About 2nd August	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 3rd August	See Special Advertisement.
MARSEILLES AND LONDON	MALACCA	About 10th August	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 27th July, 1901. [11]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 2nd Aug., at DAYLIGHT.
TOKA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 5th Aug., at 5 p.m.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 9th Aug., at DAYLIGHT.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 13th Aug., at NOON.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 16th Aug., at DAYLIGHT.
KAMAKURA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 19th Aug., at 5 p.m.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 29th July, 1901. [13]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
GLENOLIE	3,750	W. Frakes	July 31st
TACOMA	2,511	J. Alton	August 6th
BREMAH	2,601	W. Watt	August 27th
DUKE OF FIFE	3,321	J. S. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table. Doctor and Stewardesses attached. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 245.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 255.
The best route to the Klamath Gold Fields. Frequent Sailings from Victoria and TACOMA to

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		Due
FROM GLASGOW AND LIVERPOOL	STEAMER "DOMENEUS"	On 7th August.
GLASGOW AND LIVERPOOL	"DRESTER"	On 13th August.
GLASGOW AND LIVERPOOL	"ATAX"	On 20th August.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW AND LIVERPOOL	"PYREHUS"	On 4th September.

HOMEWARDS.		TO SAIL
FOR LONDON	STEAMER "DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 31st July.
MANILA	"SUNGKIANG"	On 3rd August.

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 17th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"CHELYDRA,"
Captain Cox, will be despatched as above on WEDNESDAY, the 31st inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 25th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN Ports.

THE Steamship

"BENGAL,"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched for this for Bombay, on SATURDAY, the 3rd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd July, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 16th July, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via an Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchants' Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" About 15th Aug.

"HEATHBURN" About 15th Aug.

"JUPITER" About 15th Aug.

"MODUL" About 15th Aug.

"KURDISTAN" About 15th Aug.

"SATSUMA" About 15th Aug.

"LENNOX" About 15th Aug.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 24th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"
Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship

"ATAKA" on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 22nd July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.

Operating the New First Class Steamships
"INDRAVALLI," "INDRAPURA,"
and "KNIGHT COMPANION"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for Portland (Or.) on or about 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.
Hongkong, 19th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LERO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Points every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, BOMBAY, PORT SAID, TUNIS AND TRIESTE.

(Taking Cargo at through rates to the BRASILS, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE,"
Captain Matovich, will be despatched as above on TUESDAY, the 6th August, P.M.

For information as to Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 25th July, 1901.

FOR NEW YORK.

THE 3/4 A II American Ship

"MANUEL LLAGUNA" will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN TOMES & CO.
Hongkong, 11th July, 1901.

FOR NEW YORK.

THE 3/4 A II American ship

"L. SCHEPP" Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to
CARLOWITZ & CO.
Hongkong, 18th July 1901.

NOTICES TO CONSIGNEES

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXANDRIA,"
Captain Rörden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 22nd July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 27th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th July, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.,
Agents.

Hongkong, 25th July, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
dows of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 27th inst.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.

Goods undelivered after the 1st August will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 2nd August.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th July, 1901.

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899.

NOTICE.

THE OFFICES of the Undersigned will be
REMOVED to NEW VICTORIA
HOTEL BUILDINGS, Corner Queen's Road
and Ice House Street, on the 1st AUGUST.

GODDARD & DOUGLAS.

Hongkong, 15th July, 1901.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor; 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aer-
ated Waters, Dealers in Photographica
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Bosman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 49,
Wasson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Del-
icament Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Enlargements and Chromo Enlargements and
also coloring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipbuilders, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipbuilders, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Me-
chanics, 144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipbuilders,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Navy, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importers of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scotch and Engineering Codes.
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 28 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE.

